

SN. 10/647,667

ATTORNEY DOCKET NO. KIOI:032

IN THE CLAIMS

*The status of the claims as presently amended is as follows:*

1. (*Currently Amended*) A system for preventing a belt slip of a ~~belt-type~~ continuously variable transmission ~~in which a transmission mechanism is constructed by winding~~ where a belt entrains around between a primary pulley connected to an engine and a secondary pulley connected to an output shaft, and a primary pressure and a secondary pressure respectively using a line pressure as an original pressure act on the primary pulley and the secondary pulley, comprising:

a primary pressure sensor for detecting the primary pressure;

primary pulley torque capacity calculating means for calculating a torque capacity of the primary pulley from the primary pressure;

pulley reverse rotation detecting means for detecting a reverse rotation of the pulleys, where the pulleys rotate in the direction opposite to the intended rotating direction currently set for; and

line pressure correcting means for comparing an input torque and the torque capacity of the primary pulley at the time of the reverse rotation of the pulleys and setting the line pressure on the basis of a control input torque obtained by increasing and correcting the input torque according to a shortage of the torque capacity of the primary pulley when the input torque is larger than the torque capacity of the primary pulley.

2. (*Currently Amended*) A system for preventing a belt slip of a ~~belt-type~~ continuously variable transmission according to claim 1, wherein said control input torque is obtained by adding the shortage of the torque capacity of the primary pulley to the input torque.

3. (*Currently Amended*) A system for preventing a belt slip of a ~~belt-type~~ continuously variable transmission according to claim 1, further comprising torque down control means for reduction-controlling an output of the engine, said torque down control means controlling the output of the engine by setting the torque capacity of the primary pulley as an upper limit.

4. (*Currently Amended*) A system for preventing a belt slip of a ~~belt-type~~ continuously variable transmission according to one of claims 1 to 3, wherein the input torque compared with the torque capacity of the primary pulley in the line pressure correcting means is an engine demand torque.

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ATTORNEY DOCKET NO. KIOI:032

5. (*Currently Amended*) A system for preventing a belt slip of a ~~belt type~~ continuously variable transmission in ~~which a transmission mechanism is constructed by winding~~ where a belt between entrains around a primary pulley connected to an engine and a secondary pulley connected to an output shaft, and a primary pressure and a secondary pressure respectively using a line pressure as an original pressure act on the primary pulley and the secondary pulley, comprising:

pulley reverse rotation detecting means for detecting a reverse rotation of the pulleys, where the pulleys rotate in the direction opposite to the intended rotating direction currently set for;

primary pulley torque capacity calculating means for calculating a torque capacity of the primary pulley; and

torque-down controlling means for reduction-controlling an output of the engine to be smaller than the torque capacity of the primary pulley at the time of the reverse rotation of the pulleys.